

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER

MEMBERSHIPS

BMWMOA #155

AMA #6830



-HOME OF THE NEXT BEST RIDE-

President's Corner



Hang in there folks, it's been a long wait, but the good stuff is nearly on its way and will be with you soon! No, I am not talking about coronavirus vaccines, I am speaking to the 15 lucky winners who watched with glee as the Wheel of Fortune needle settled on their names during the Montana BMW Riders Zoom Christmas Spectacular last month. Afterwards I got distracted and delayed by the holidays, but I have almost got all the prizes packaged up and addressed and will send them off in the mail this week. Prize winner or not, thanks to each of you who turned out to join in the party. The much-overused expression "these unprecedented times" is one I hope not to hear much longer, but it certainly fit our 2020 club Christmas party. With members tuning in from Billings to Kalispell, Alberta to Missoula, Helena to Hamilton, it was a memorable 90 or so minutes of club history. At

the very least I can say that you got your money's worth.

I enjoy the holiday season, but couldn't we all enjoy them better without the gloomy weather and short, dark days? This year I impulsively indulged in a post-Christmas flight of fancy to the Southwest for a few days doing nothing in particular beneath the clear and sunny skies of New Mexico. Four days and 1,000 miles spent touring around (driving, not riding) the Land of Enchantment was just what the doctor ordered (maybe not Dr. Fauci). Unfortunately, I met a motorcyclist there. My first night was spent at an Airbnb in Las Cruces, where I found myself in a friendly conversation with the owner. "So how long have you lived here in Las Cruces?" "Oh, I retired and moved here from Illinois about three and a half years ago." "I see. Any particular reason why you moved here? Why this place exactly?" "Well, I got tired of cold, dark winters and losing three months of my life to them each year, plus I really enjoy riding my Harley, and I can ride year-round here on terrific roads in any direction, so it was a no-brainer." Ouch!

There is plenty of good club activities planned for 2021, but now I'm now thinking of stuff we haven't got planned and maybe should. Foremost in my mind, unsurprisingly, is a winter two-wheeled (or three-wheeled) getaway to someplace dry and mild – Arizona, New Mexico, Nevada? Second, how about a summer camping trip. I get that tenting isn't everyone's cup of tea, but the Thompson River Rendezvous in that Forest Service cabin a couple years ago sure was fun. Third, what about an event just for the lady riders? This one isn't my idea, it's from **Antje Engelhard** of Missoula, whose husband doesn't ride. She wrote to inquire how many women riders are in the club. We don't track that particular member attribute, but a perusal of the club roster, combined with some gross and peril-fraught associations of names with genders, suggests that at least 13% of the Montana BMW Riders are women who ride motorcycles. Antje suggested we reach out to that segment and see if there is any interest in connecting for rides, or a gathering or event of some kind. Here's Antje's call to arms:

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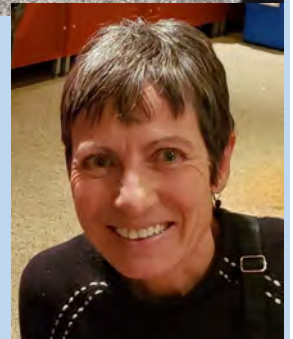
President's Corner - (continued)

Hi Girls,

My name is **Antje Engelhard** and I am a member with a hot bike - not a BMW, but a Suzuki V-Strom 650, a Dual Sport. I have been riding for three decades and have been a club member for four years. I would love to find other women to ride with, or just one. I love to pack my bike and go for journeys to explore. Camping is my favorite, with cooking out, and taking swims in a lake if it's warm enough, or building in a hike. Of course, day cruising is fun also.

Is anybody feeling the same? Do you want to connect and see what we can put together? At your leisure contact me by email at antje.eng@outlook.com, or by text at 406-546-0673, or if you prefer to go through the president of the club, please get a hold of Chris Keyes.

Antje Engelhard



Perhaps as a red-blooded American male I should be offended by the very idea. But gentlemen, glance around the room at the next club event, critically evaluate the fellow male specimens you see, and I daresay you may objectively agree that a testosterone-free motorcycling activity could hold some appeal. If you're among our members with two X chromosomes, or self-associate as someone who does, and this sounds like something worth pursuing, then contact Antje or contact me and we'll set up a Zoom meeting to take the idea further. Of course, as a progressive and inclusive club, all our events are gender-neutral affairs at which every man, woman, and variant thereof is welcome.

In the meantime, remember that each new day is a little bit longer than the previous one, and is another day closer to riding season!

Chris Keyes - President



MONTANA BMW RIDERS NEWSLETTER

Secretary - Treasure's Column - Dave McCormack



This issue of the newsletter will reach you in the year 2021. Oddly enough, the newsletter is published in the month of December, that is, articles are collected, captions written, pictures formatted, and collated during December so that Dick can publish on the first of the coming month... January 1st, 2021. At the bottom of the page of each newsletter is a spelled-out **Volume/Issue #, Page # and Date, #**. I hadn't thought about it until the other day when Dick called and wanted some info on how to change those editor marks for the coming year. "Just change the volume number up another year and the issue number relates to the month...so, 2021 will start with Volume 35, Issue 1", I said.

Think about it for a moment... The newsletter has been published for the last 34 years. That means the club has been around and reporting on its members and activities for 34 continuous years. Quite an accomplishment, I think, considering how fast companies come and go in today's world. The newsletter, aka the club, has been a published value to our members for at least that many years and continues to offer great value today.

In the good old days, before Publisher, Word, and PDF's, the club mailed the newsletter...in color. The expense was enormous. Today, we e-mail it. And we have an active website, where not only members but nonmembers can read our newsletter and check out scheduled rides, meetings, and many other club related activities. A bold decision was made that we wanted folks, members, and nonmembers, to see what the club offered and to make it available to a wider audience (and in a sense, drag some of our members into the computer age).

When you think about writing a check for \$15 to continue to support the **Montana BMW Riders** club in 2021, think about what you're getting for that amount. Ask yourself where else could you get that kind of value for \$15. If you get 10% off on a \$150 motorcycle jacket at Big Sky Motorsports, in a sense, Big Sky has paid your dues for 2021.

Get your check written to be sure you will qualify for the two or three contests coming up beginning on April 1st and for the drawings at meetings. That will ensure that you will have your membership card (coming out in mid-January) so that you can take advantage of all the discounts.

Make checks out and mail to:

Montana BMW Riders
C/o Dave McCormack
18 Lone Pine Trail
Hamilton, MT 59840

Dave McCormack

Secretary-Treasurer



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Tom Moe - 33028 BMW MOA Regional Coordinator



The Christmas Zoom Call was a good amount of fun considering the limitations of a very limiting year, thanks to Chris for organizing it and getting us through the technical aspects of the event. Thanks to all who attended in keeping with the spirit of the season and the optimism of the leadership of this fine organization.

My wife and I left in late October for our winter home at Sun City Lincoln Hills, Lincoln, CA. The weather was good for our trip and I found trailering the R1200RT on the Aluma MC1F trailer behind the Acadia a snap. Easy trip. And the trailer has since been used to haul landscape debris to the local landfill, bonus.

Riding weather here has been decent but with the ever increasing fear of COVID I have been hesitant to take a ride the involves getting lunch although I did ride through at a few Mickey D's and eating leaning against my bike in the parking lot. This part of Northern California has a lot of great curvy riding and some pretty darn decent scenery to boot. I wish very much I could take advantage of it better, for instance I would like to put my RT in front of as many Northern California county courthouses as possible just to learn the country and see more of it.

Speaking of COVID – it is damn scary here. South of us, in the San Joaquin valley and Southern California, is the epicenter of the problem and there are no ICU beds available as of this writing. I hope and pray the Christmas season does not aggravate the situation even further, but it looks like it will. It appears Montana is doing better, thankfully. We are literally in lockdown ourselves, staying at home except to walk – even ordering groceries.

The local club, River City Beemers (rcb.org), is much in the same boat at MTBMWriders, not able to hold events or really even plan any until the pandemic subsides. Sad, as the club has been a very active club. I know they are chomping at the bit to get together and get out just like we in MT are.

The local BMW dealer, A & S Cycles, Roseville, CA, appears to be hanging in there and doing okay. I have a minor service appointment there next week which will be the first time I have been there since I got back here. I do see from their Facebook page they are selling quite a few bikes. They also have Ducati, Triumph and have now added Royal Enfield to the offerings. This is what it seems to take to maintain a dealership, multiple lines. They actually do have quite a bit of competition within less than a hundred miles and even more within a few hundred miles. A hundred miles in MT is like next door.

BMWMOA is optimistically scheduling events including of course the **National Rally** in Great Falls this June. As before, **Kevin** and **Annie** are in charge of the Club Camping area and of course, we should try to bring the largest contingent. I am chair of the cleanup committee and will be pressing for volunteers to spend two to three hours helping cleanup after the rally on Sunday morning. I did check the website before writing this and the signup sheet for volunteers is not active yet but I am told it will be soon. There are many things to do at a rally and all volunteers will be appreciated. Coincidentally, I got an envelope this day from MOA with two polo shirts, with MOA Regional Coordinator embroidered on the chest and a pocket flask with the "2020" National Rally embossed on it. The note from National – "for the rally that never was". It will probably be collectible one day.

Happy New Year everyone. Ride safe, keep the rubber side down.

Tom Moe

MONTANA BMW RIDERS NEWSLETTER

BMW AMBASSADORS - Kevin and Annie Huddy

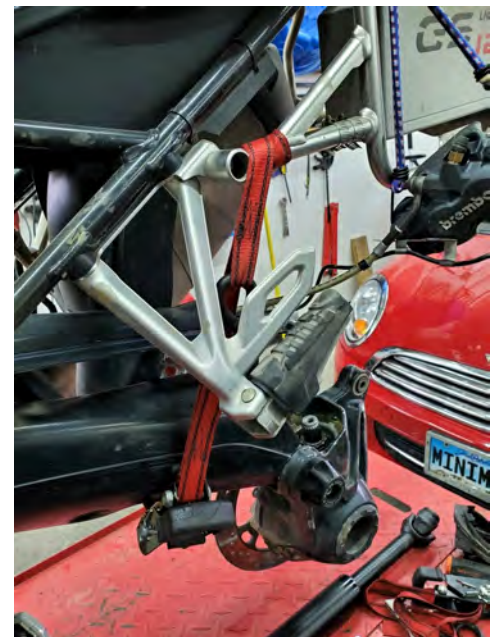


Greetings from the winter workshop at the Outpost. The silver lining of living where there is a real winter is that there is time to focus on maintaining our machinery. As I was working through my winter maintenance list the thought occurred to me that there is fodder for the newsletter here. The idea is to have members who are DIY wrenches provide our editor, Dick French, with newsletter input about their maintenance efforts throughout the winter. It can be as simple as a captioned picture or two of an oil changes or a feature article on a restoration project that will take a year or more. If you maintain it, fix it, or restore it we want to see it. You need not try to replicate a repair manual and make your input a "How To" tutorial. A simple narrative of what you did, and some pictures are all that are needed.

To start us off, here is the project I just finished. The subject is Annie's 2017, R1200GS with just over 36,000. (*photo top-right*). In addition to the normal scheduled maintenance tasks, I removed the driveshaft so I could grease the output shaft splines and inspect the u-joints for wear. The u-joints are known to fail on these bikes and unfortunately, they are not designed to be greased or replaced. If a u-joint fails, then BMW's solution is to replace the driveshaft for over \$1,200. I've done this before on a liquid cooled GS, but a friend alerted me to a way of making the reinstallation the driveshaft a bit easier. The idea is to raise the swing arm up to reduce the angle at the output shaft. This picture is of my friend's GSA with the swing arm lifted by a ratchet strap. (*photo lower right*).



After removing the rear wheel and brake caliper, and draining the final drive oil, I was able to lower the final drive (FD) and separate it from the driveshaft. This should be done every 12,000 miles and I had done it twice before on this bike to lube the FD splines. This area is prone to rusting if not lubed regularly or if the rubber boot is not properly installed. The splines on this bike look very good. (*photo lower-left*).



The next step was to remove the driveshaft. This involves loosening the front of the rubber boot located where the driveshaft is connected to the transmission output shaft. The driveshaft is held onto the output splines with a metal clip that rides in a groove on the output shaft. The driveshaft can be pried off the output shaft with a screwdriver. The driveshaft was in good shape (*photo following page, upper-right*). No rust and the output shaft splines still had some factory lube on them (*photo following page, lower-right*). I liberally coated all


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BMW AMBASSADORS - Kevin and Annie Huddy (continued)


splines with grease. Some owners report little or no grease on the splines when new and significant rust at low mileage. Reinstalling the driveshaft can be a finicky job. Mating the splines on the output and driveshaft is made easier by raising the swing arm and using some wire to guide the u-joint on the driveshaft. It is reassuring to know that the driveshaft on this bike is healthy and the splines are well lubed.

Kevin Huddy






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MONTANA BMW RIDERS NEWSLETTER

Mileage Contest - Larry Banister



Montana BMW Mileage participants!!!...Greetings....For those of you who attended our “virtual” Christmas party Saturday, you can attest to the great time and wonderful job our president and members did in making this a really fun and entertaining event! Our leader cooked up a raffle “wheel of fortune” which was spun in real time announcing the winners of the various door prizes that were given away. We had great presentations on the upcoming ride calendar, the various contests that will be underway in 2021 and a great slide show put together showing many highlights of this past year’s riding season. Toasts were offered, a prize given for the ugliest Christmas sweater, and in general a really great time was had by all.

I had the pleasure of announcing the winners of this year’s mileage contest. I have provided a copy of the mileage spread sheet for your review. It shows those who officially got their beginning and ending mileage to me within the contest time period, the bike(s) that they rode during the contest and the mileage that they accumulated. (There was discussion before the announcement that we should also mention the person who got the least reported mileage....but as you can see from the spread sheet, I vetoed that idea!!)

While the overall miles ridden were generally down, our die-hard bunch none-the-less did a credible job of “makin’ it happen”! Many of you saw this years winner, Mike Meredith, announced in the BMWMOA news as achieving the BMW 400,000 mile award...so I expect that his reported mileage for our contest was one of his day rides for lunch! Congrats to Mike, he received a \$75 check from the club for his efforts and will have his name memorialized on our mileage record plaque at Big Sky BMW. Our “average mileage winner” is Dick French with his 3,831 miles. As you

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Mileage Contest - Larry Banister (continued)

can see, the average miles for the year were 3,710, so Dick out rode Mr. Keyes by a couple of hundred miles! Dick will receive his \$50 check from the club which should help him with his travel expenses. Finally, after deducting Dick and Mike from the at large drawing for the final \$50 prize, we drew names from the hat and “who to our wondering eyes should appear” but Dave McCormack! He is the recipient of the final \$50 check. (In talking with Dave, he said he was returning his \$50 to the club kitty to be used at some point in the future for food, prizes, etc.)

A big thanks to everyone who participated. With the various contests and rides being proposed in the coming year, 2021 will be a great year to officially enter the mileage contest with the possibility of getting some cash for your efforts. Watch for the opening drum and bugle corps announcement in the spring next year and we’ll do ‘er again!

Larry Banister

Mileage Contest Coordinator
Montana BMW Riders



Mike Meredith



20120Montana BMW Riders Mileage Contest						
Beginning April 1, 2020-Ending October 31, 2020						
Name	Motorcycle	End Miles	Begin Miles		Total Miles	
Armstrong, Gary	R1150RT	108,664.00	108,146	518		
	R1200RT	38,508.00	36,258	2,250	2,768	
Banister, Larry	Triumph 800	16,296.00	15,122	1,174	1,174	
Carpenter, Robert	F650	56,841.00	54,160	2,681	2,681	
Davis, Don	R1100R	57,915.00	57,896	19		
	R1200RT	23,545.00	23,084	461		
	R1200RT	5,059.00	4,194	865		
	Yamaha XT250	172.00	167	5		
French, Dick	Spyder RT	7,219.00	6,163	1,056	2,406	
	F800GS	20,227.00	17,903	2,324		
	Kawi 300 Versy	2,620.00	2,221	399		
	Kawi KLX	4,424.00	4,352	72		
Keyes, Chris	BMW G310GS	2,978.00	1,942	1,036	3,831	
	R1200GSA	29,058.00	26,231	2,827		
Lemke, Kim	R1100RT	122,856.00	122,576	280	3,107	
	R75/7	76,467.00	76,330	137		
	Enfield S35GT	6,811.00	6,003	808		
McCormack, Dave	K100RS	88,506.00	86,767	1,739	2,684	
	Spyder ST-LTD	33,475.00	31,506	1,969		
Meredith, Mike	17 Spyder LT	13,251.00	9,562	3,689	5,658	
	F800ST			0		
Moe, Thomas	R1200R	44,072.00	31,514	12,558	12,558	
	R1200RT	15,492.00	12,671	2,821	2,821	
Reaves, Chuck	R1200GS	17,343.00	15,273	2,070		
	F650GS	23,696.00	23,397	299	2,369	
Webster, John	K1200LT	55,878.00	54,119	1,759		
	KLR650	15,781.00	15,081	700	2,459	
Total Miles of riders participating						44,516.0
Average mileage (12 participants/total mileage)						3,709.7
Revised 11/19/2020						
Winner-most miles ridden:			Mike Meredith@12,558			
Winner-Average miles:			Dick French @3,831			

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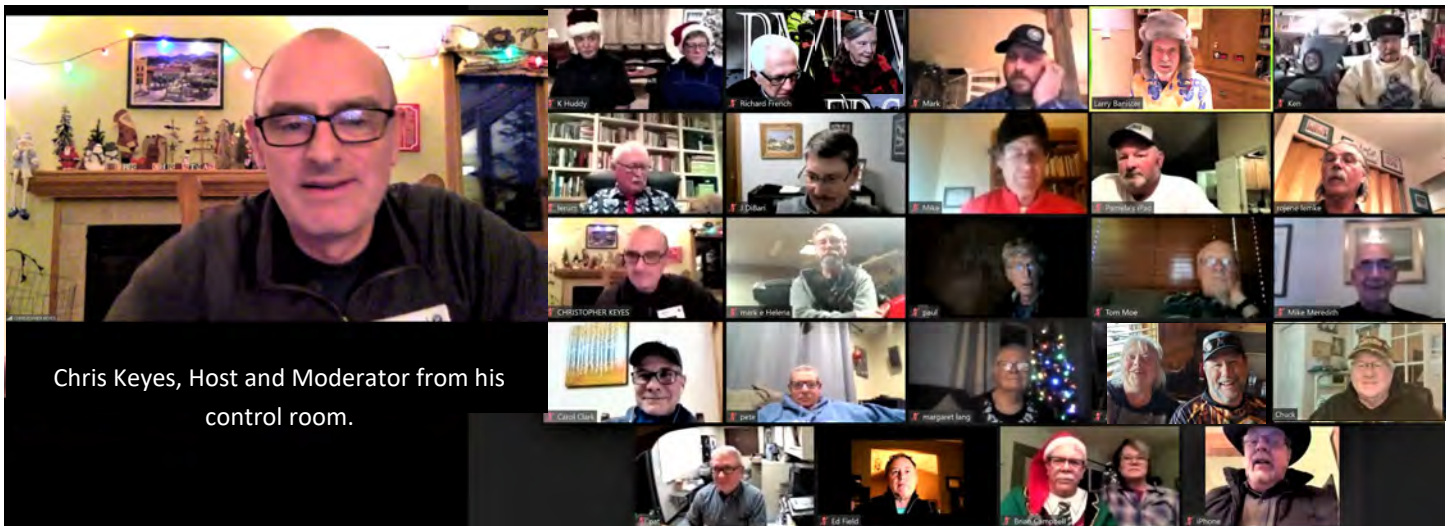
Christmas Party—2020

Kim Lemke, Club Historian provided the photo on the right of the Club's 1990 Christmas Party at Big Sky Motorsports. Only a *Buck Rogers* comic book reader would have suggested that the party 30 years hence would be virtual, with members sitting in their own homes conversing with fellow members who would be seen on a small 'movie' screen. Well, 30 years has passed since the photo on the right was taken, and the party participants are shown in the screen shots shown below.



As this pandemic safety protocol drags on, I believe it is becoming apparent that nothing substitutes for the laughing, joshing and overall noise of a real live Christmas Party. But overall, the ZOOM Party was a success and far better than no social gathering to talk motorcycles and riding.

Editor



Chris Keyes, Host and Moderator from his control room.

Starting on the top-left across the page, Kevin and Annie Huddy, Dick French, Sandy Knutsen, Mark Johnson, Larry (coonskin) Banister, Ken Conrad, Lance Lerum, John DiBari, Mike Wright, Mike Hofferber, Kem Lemke, **Chris Keyes—Host and Moderator**, Mark Ellzey, Paul Oliver, Tom Moe, Mike Meredith, Bill Clark, Pete Pleban, Marge Lang, John and Janet Weber, Chuck Reaves, Pat Endres, Ed Field, Brian Campbell and Kim Smolt, and Dave McCormack.



What is a MONTANA BMW RIDERS Christmas party without the 'White Elephant' gift exchange. In place of the physical drawing numbers from a hat, an electronic 'Wheel of Fortune' was substituted. The wheel spun and the gifts flowed. Marge Lang was the winner in this case. We have not found a reason for a forensic analysis of the 'wheel'.

Editor

MONTANA BMW RIDERS NEWSLETTER

Fire Lookout Challenge - Brian Campbell

BMW Riders of Montana presents 2021 Adventure Riders Lookout Challenge

Rules and information:

This is a summer-long adventure for the not so faint of heart (or bottom). So, hang on and enjoy as you see Montana and surrounding states from their highest points.

All paid up members of the club are eligible for the ride. This ride is designed to fit off-highway adventure type bikes. My R1200 RT will not go there. Just saying... Plan for the trip.

You, as an adventure rider, may choose any **Standing Lookout towers (No cabins please)** you wish to visit. This is not limited to Montana but open to any state or province visited during the contest period.

Points will be given for various activities, in addition to just taking a picture of a lookout with you and/or your scooter.

It is recommended that riders go with a buddy and leave a **detailed trip plan** with your loved one. The majority of these lookouts are in the backcountry; please plan ahead.

Along with your air pump, patch kit, extra gas, GPS and bike tools, bear spray is also a good item to carry. It's recommended that bear spray be kept in a place where, if the rider falls, the canister won't be compromised.

These lookouts have **not** been verified as reachable. The Forest Service, State of Montana, private Co-ops and Tribal Councils all have differing ideas of who should be up there. Please be cognizant of who is there and who may own the lookout. Riding behind locked gates isn't cool; it is ok to walk behind gates on federal lands though.

Things (like weather, roads, you, etc.) change, so heads up. These destinations are in the high/back country, and weather can change quickly in Montana, so please plan your trip accordingly.

There are about 28 weeks in the riding season to accomplish this. There will be snow on the peaks for much of this time. Lots of planning again.

Just getting to the lookouts isn't the only way to win the big super-duper prize the Club will be handing out during the Christmas party, so... plan plan plan.

And HAVE FUN.

Brian Campbell



MONTANA BMW RIDERS NEWSLETTER

Lookout Tower Trivia - Editor

Sometimes a lookout tower is not “just” a lookout tower. Perhaps, as the saying goes, “If only these walls could talk.”

Shirley Braxton (1929-2020) in the photo below, and her husband Sam, were avid outdoors enthusiasts, especially cycling. Shirley was known to several of our MONTANA BMW RIDERS Club members, who also were cyclist. **Kim Lemke** and **Lynn Springer** were avid cyclists, both participating in the Tour of the Swan River Valley (TOSRV) as cyclists, and then as safety and support on their BMW's under the auspices of the Club. Shirley Braxton was an annual participant in the event as a rider.

Anything outdoors seemed to draw the Braxton's. Shirley told me that she, her husband and a new-born son spent a summer manning the Sliderock Lookout tower when it was an active unit. This included all the things that go along with a new-born, in diapers and far from running water. I suspect they had to be packed in and were supported by a Forest Service pack string to be supplied with provisions, including baby food. And more diapers.

The lookout, then located on Sliderock Mountain (7,828 feet) in Granite County and within the Lolo National Forest at the end of County Road 354 west from Hall, Montana. It is now on display at the Historical Museum on old Fort Missoula.

Definitely a lady of substance.



The United States Forest Service's first fire lookout system was a crude setup of tents and crow's nest lookouts. Watching for wild fires in unpopulated areas was a relatively new idea and was regarded with little importance until the Great Fire of 1910. This massive fire took lives and caused major loss of property and forest land. These damages forced the Forest Service to re-examine their practices, and they began building lookouts.

Manufactured in Columbia Falls, Montana in 1930, pre-packaged lookouts were shipped throughout a four-state region for on-site assembly on stilts or bare ground. This lookout tower was stationed at Sliderock Mountain, just off Rock Creek road, southeast of Missoula.

When this lookout was brought to the Museum in 1983, it was placed on its own “mini-Sliderock” mountain. The first section of stairs was removed, so the tower sits lower than it would have in its original location.



With assistance from the Friends of the Historical Museum and the Missoula Chapter of the Society of American Foresters, Sliderock Lookout stands preserved today as a reminder of the changing technology of fire prevention.

Sliderock Lookout Tower

Built: 1930

Brought to Museum: 1983

The US Forest Service Collection



Shirley Braxton and Kim Lemke while participating in the Tour of the Swan River Valley cycle ride. The year is unknown.



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To Helena and Back - 2021

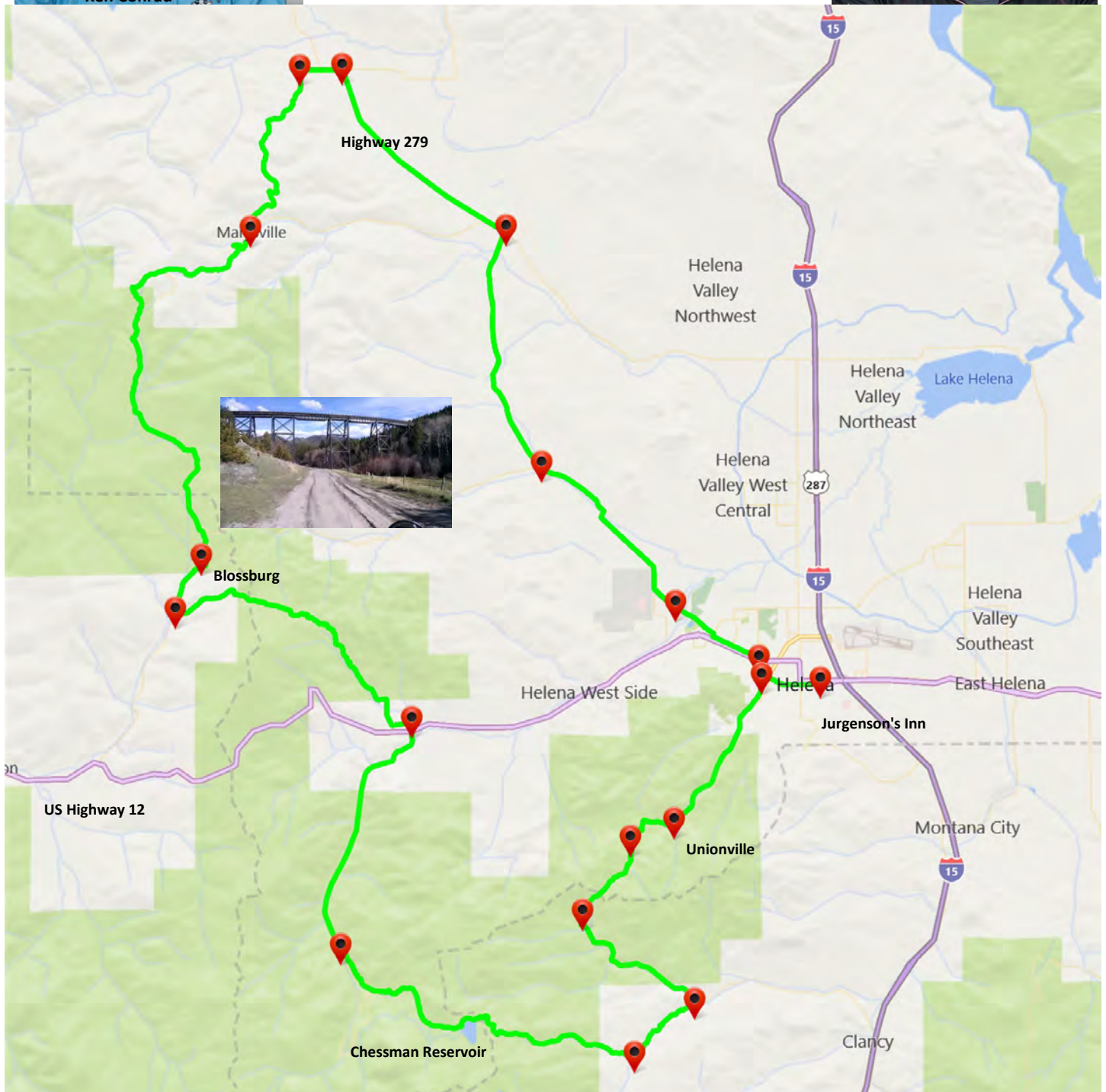


Ken Conrad

Ken Conrad and Mike Hofferber, organizers of the “[To Helena and Back](#)” ride in July 2021, outlined one of the rides in the track shown below. Ken promises rides for all riders, paved and unpaved. The [Chessman Route](#) is a combination, with unpaved as the primary surface, criss-crossing the Continental Divide. Route details are on the following page.



Mike Hofferber



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To Helena and Back (continued)

Depart Jorgenson's, west on Prospect/Hwy 12, turn right at Montana Ave. Stay on Montana Ave/Hwy 12 (name changes to East Lyndale Ave at one of Helena's many classic malfunction junctions), turn left at the intersection of N Benton Ave/Park Ave (Carroll College is on the right), which is called North Benton Ave at that point, then changes to Park Ave. Continue south on Park Ave – it becomes W Main, stay left at the fork of Grizzly Gulch and W Main. West Main becomes Orofino Gulch, stay on Orofino Gulch (goes through Unionville; interesting informational sign at a wide spot in road on the right just past Unionville, describing the mining history in the area). Pavement ends.

Continue on Orofino Gulch, at the intersection of Orofino Gulch and Grizzly Gulch continue straight (don't turn right on Grizzly Gulch). Orofino Gulch now becomes Grizzly Gulch. Continue on Grizzly Gulch which then is called Travis Creek Rd. You'll come to an intersection also called Travis Creek road, stay left (right fork dead ends). Continue on Travis Creek Rd until reaching the intersection with Lump Gulch Rd, turn right on Lump Gulch Rd.

Lump Gulch Rd becomes Corral Gulch Rd at the intersection of Corral Gulch and Lump Gulch. Stay on Corral Gulch until coming to a 180 deg horseshoe bend, turn right at the apex of this bend, at the intersection of Corral Gulch and Chessman (Rd). Chessman (Rd) is probably not signed. This is where the road changes from a fairly wide gravel county/forest service road to one lane-wide and two-track dirt road. Chessman goes past Chessman Reservoir, Helena's water supply. At the reservoir the road is now also called, FR 299. Follow Chessman/FR 299 until reaching the paved Rimini Rd just north of Rimini.

Turn right on Rimini Road, ride north until reaching Hwy 12/MacDonald Pass Hwy. Cross straight across Hwy 12, turn left on Priest Pass Rd. Stay on Priest Pass Rd until reaching the intersection of Priest Pass Rd and Austin Mullen Rd. Turn right on Austin Mullen Pass Rd, ride past the railroad yard area at Blossburg, and stay on Austin Mullen Rd. Turn left onto NF-4105 at the large four-way intersection. Last time I was at that intersection there was a good forest service route sign right at the intersection.



Stay on NF-4105, it changes name to NF-571/Hope Creek Rd. Turn right where NF-571/Hope Creek Rd meets Uncle Ben Gulch. NF-571 is then also called Snowshoe Deadwood Rd at that point. Stay on NF-571/ Snowshoe Deadwood Rd. At the intersection of NF-571/ Snowshoe Deadwood Rd and NF-136 stay right. You are now on Ottawa Gulch Rd. Stay on Ottawa Gulch Rd until intersecting the paved road above (south of) Marysville, called Marysville Rd/ Belmont Dr. Turn right, follow Marysville Rd/Belmont Rd to Marysville. Turn left on Main St, and if it is after around 3:00 – 4:00pm stop at the Marysville House; neat place, have a cold soft drink or iced tea (I'm not recommending mixing adult beverages and motorcycles – or Urals) and maybe a burger. Inquire about the history of the Marysville House, and how it got there, interesting story. After that break, ride up Main St, turn right on 3rd St, left on Highland St, which becomes Trinity Rd/Long Gulch Rd (known locally as the Dump Road).

Stay on the Long Gulch/Dump Road, keep right at the fork to Deer Creek Rd. Long Gulch/Dump Rd will meet Little Prickly Pear Rd, which T's in from the right, turn right. Little Prickly Pear Rd meets Hwy 279/Lincoln Rd West. Continue ahead, straight, east. Wave to Huddy's Outpost just before you go past Silver Fox Ct (not named after Kevin). Stay on Hwy 229/Lincoln Rd West, either turn right on Montana Ave, or continue a short way to the Interstate. From either Montana Ave or the Interstate you are back in Helena and should be able to find the way back to Jorgenson's for dinner, telling tires/kicking lies, at 7:00pm.

MONTANA BMW RIDERS NEWSLETTER

To Helena and Back (continued)

Once past Blossburg, and heading toward Marysville, there are many, mostly un-signed, roads and forks. GPS may be helpful. But then again, maybe not. Lots of little roads and forks GPS may not display. Probably best to get familiar with the route via Google Maps first, which is why I've gone into detail with this description and have suggested using Google Maps to get oriented. You may want to consider printing this written route description and taking it with you. Assuming I've accurately described the route, of course. If I haven't.... well, as the old adage says: you can't get lost if you don't know where you're going.

Ken Conrad and Mike Hofferber

Three Wheeler Corner



You may have to go to the factory to be fitted.



Elizabet Mihailova ▸ Archeology & Civilizations

3h · 🌐

Frozen lake of Khövsgöl, Mongolia

Ph. Céline Jentsch

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MONTANA BMW RIDERS NEWSLETTER

GEEKS' Corner

The fuzzy caption on the nearby photo describes how the BMW R100RS (probably a 1997 model according to **Kim Lemke**, Historian) can achieve 60 mph in 4.1 seconds, and at that speed the rider remains *almost* dry (emphasis added). The caption goes on to say that it was not by chance BMW created this design, but that the R100RS was the first bike to be designed with an integrated fairing in a wind tunnel. The caption extolls the virtues of aerodynamics (top speed of 124 mph) and a 200 mile range.

“Aerodynamics”, according to some definitions from the web, “...the study of the properties of moving air and the interaction between the air and solid bodies moving through it.”

In a wind tunnel as shown in the photo shown on the right, the motorcycle is stationary and the air is moved past the bike. Smoke is emitted forward of the bike where the air is flowing smoothly, striking the windscreen and flowing over the rider's head. The smoke stream observed in the photo increases in velocity as it moves up and over the rider before it dissipates in the turbulent flow behind the rider. As you remember from your high school physics, an increase in air velocity over a surface lowers the pressure.

We have all experience ‘helmet lifting’ when our helmets are in the wind stream. The air is moving faster over the top of our helmet, decreasing the pressure at the top of the helmet, causing it to ‘lift’. This experience is usually followed by installing a taller windscreen.

Disregarding the rider's safety gear in the photo to the right, it depicts the flow calculated by fluid dynamics software. A group of smooth streamlines starts in front of the rider and their motion is predicted using the laws of aerodynamics. The color shows pressure, where yellow is the ambient pressure, red is low pressure and blue is high pressure. The closeness of the streamlines on top of the rider's helmet and the red color, indicate higher velocities and lower pressure, while the lines under the helmet depict higher pressure pushing the helmet up. I have not heard of a helmet



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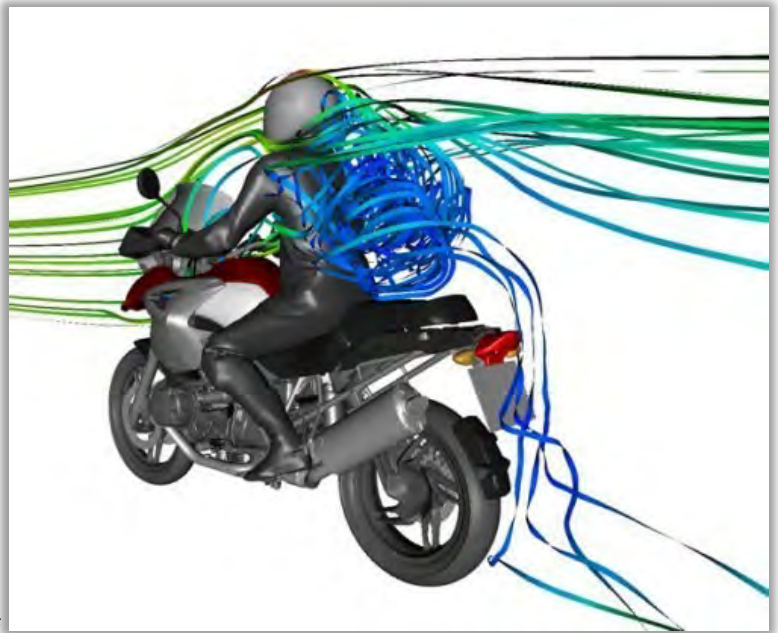
GEEKS' Corner (continued)

without a chin strap being buckled, lifting completely off the riders head, but it seems possible. I have experienced my chin strap pressuring my lower jaw. Interesting feeling.

Motorcycles are inherently not aerodynamic, and the rider is the least aerodynamic of the combination, as shown in the depiction on the right. Where the lines are smooth, the air is flowing smoothly, and when they look like spaghetti, the blue lines, your backpack could be moving all over.

Top speed is usually limited by aerodynamic drag, like that you feel following a large truck on the interstate. In the quest for speed early in high performance motorcycles, designers, without the benefit of a wind tunnel, attempted to smooth the airflow from the front of the bike, similar to the Moto Guzzi shown in the center photo. Also, the handle bars are lowered so the rider is more horizontal. This further helps gets the rider out of the wind to partially eliminate that spaghetti-looking turbulent flow at their back. Apparently these types of designs worked well in a straight line, but caused erratic handling, especially in corners.

In spite of early miss-steps, wind tunnels play a role in todays designs. A detailed look at high end performance motorcycles, MOTOGP, and high-end touring bikes, you can see elements of the design derived from wind tunnel tests. Urals sidecars excluded, most production bikes today focus on air flow through the radiator, and extracting engine heat from the engine for rider comfort. Once we move beyond the 'naked' bike and street bike configuration,



After market 'FARKLE' but designed to move air around the motorcycle, hopefully wind tunnel tested.



MONTANA BMW RIDERS NEWSLETTER

fairings are quite efficient at minimizing rider buffeting, and rain. Touring bikes go one step further, with a smoothly configured area behind the rider to allow the air to pass with a minimum of turbulence, reducing drag. All derived from wind tunnel testing.



Richard French Editor

I want to acknowledge *Michael Uhlarik*, and his article on motorcycle aerodynamics in the May, 2016 issue of "Canadian Moto Guide" for the material in this article. The entire article can be found at:

- <https://canadamotoguide.com/2016/05/04/motorcycle-aerodynamics/>

I also want to acknowledge the technical review by Professor R. Mark French, Ph.D., School of Engineering Technology, Purdue University.



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When you go, tell them you saw our ad in the MONTANA BMW Riders **JANUARY 2021** newsletter and ask about our models and financing.



MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - as reported by Mike Hofferber

This year, as in past years, **Mike Hofferber** participated in the 36th Annual Roaddogs Toy Run, riding (driving??) his Ural Sidecar, along with about 700 like minded souls.

The **Roaddogs Independent Riders Organization** is a independent motorcycle riders club headquartered in Billings. Throughout the year, the club conducts events to raise money for toys that are placed on the Salvation Army Angel Tree at the Rimrock Mall for distribution to children throughout the Billings and surrounding areas.

As you can see from the photos (courtesy Mike Hofferber) nearby, the weather was very accommodating. Mike reported the participants, although mostly motorcycles, included just about every adventure and touring machine imaginable. Photos were not available, but Mike stated his

wife, Pamala made the run on her pink Vespa motor scooter several years ago.



Mike Hofferber and his Ural



Photo by the Billings Gazette.



MONTANA BMW RIDERS NEWSLETTER

Letters to the Editor

Richard,

At the risk of seeming sad, I'm writing to let you and the club know that I've passed on my last R100rs to my son, Ben, in Helena. On my last ride, after adjusting the valves, changing the fluids and adjusting everything else, I thought I'd just go to the Lolo Creek Campground to let everything warm up and get seated. I ended up on top of the pass. It was clear that my reaction times had diminished, but my love for driving into curves while accelerating had not. It was clear that after 65 years of biking four wheels might indicate having a smidgeon of prudence. Riding has always been a joy with numerous rides around the U.S. and in other countries. I'll now focus on irritating people in other ways. Continue to enjoy two wheels.

Warmest regards to you all,

Fred Reed



A Bikers Thanksgiving Prayer (author unknown)

I give thanks for the long rides that stretch from morning to late afternoon and into the evening. For the miles and curves that vanish beneath my tires, those hours when time loses all meaning. For those days when I ride so long my throttle hand is sore and I walk a bit bow-legged when I finally park the bike.

I am thankful for the sound of my motorcycle as I sit so proudly on it. It's like hearing my favorite song drifting from a stranger's window as I walk along the street. I stop what I'm doing and listen. Pure joy.

I am thankful for hazards recognized, for dangers avoided, for skills and broken-in brake pads and good tread on the tires. I give thanks for the wise riding tips and techniques my more experienced brothers and sisters of the road have taught to me. I give thanks that I ride and live and live to ride again.

I give thanks for the gathering of riders, for being able to recognize friend's bikes approaching by their sound, for seeing good companions slow and turn into the lot. For the glad hugs and laughter, the banter, the growing impatience to be out on the road again. I give thanks for that good company as I see them ahead of me drift to the outside then dip into the curve, one-two-three-four, like seagulls banking and then straighten up, one-two-three-four and fly on down the road.

I give thanks for those I come to know and care about over the months and years of riding the same roads to the same places. I am thankful for those who I love and who love me simply because we love the same thing--to ride on two wheels in the freedom of the wind.

I give thanks for the sense of "Being" that riding has given me, the freedom to be who I am no matter what others think. The sense of empowerment and control over my self and my life. The ability to take on risk and fear and triumph in challenge. To ride my own ride whether in that good company of bikers or by myself.

I am thankful that I have found my peace in the wind.

MONTANA BMW RIDERS NEWSLETTER

Club Meetings and Ride Schedule 2021

Month	Date	Location	Venue	Day	Time	Theme ⁽¹⁾
January	Although no entire MT BMW RIDERS club events are scheduled, each geographical area is encouraged to informally arrange social gatherings suitable for your level of comfort with the level of COVID-19 at the time.					
February						
March						
April	18 th	Lincoln	Montana Steak House	Sunday	1:00 PM	
May	21 st -23 rd	Helena	Huddy's Outpost	Friday - Sunday	All Day	Bikes Needing Repair
	23 rd	Hauser Lake	Lakeside on Hauser	Sunday	1:00 PM	Air Heads & Three Wheelers
June	24 th – 27 th	Great Falls	BMW MOA RALLY	Thursday – Sunday	All Day	Just Ride
	26 th	Choteau	Choteau City Park (Bring your own lunch)	Saturday	Noon	
July	18 th	Phillipsburg	Winninghoff Park	Sunday		
	29-31 & Aug 1 st	Helena	Helena Handbasket	Thursday – Sunday	All Day	
August	21 st	Powell, ID	Lochsa Lodge	Saturday	Noon PDT	K Bikes
September		Wapiti, WY	EYCAT			
		Roscoe, MT	Grizzly Bar	Sunday		GS/ADV
October	17 th	Ovando	Trixi's	Sunday	1:00 PM	Thumpers
November	20 th	Jackson	Jackson Hot Springs	Saturday	1:00 PM	
December	4 th	Missoula	Big Sky Motorsports	Saturday	5:00 PM	

(1) The "Theme" is to encourage riders of the type of bike noted, to ride that motorcycle to the event.

MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

AUTHORITY FOR SALE: 1997 BMW R1100RT-P

Special MTBMWR price: \$2,500 firm

Traffic slows and eases over to the right as you approach from behind aboard this glossy black and silver road missile. According to the PO, I'm the 3rd owner of this single-spark 5-speed oilhead since its retirement from the Oregon State Police. Acquired in 2011 with 98,274 miles; current mileage is 122,795. A 3-ring binder of all my maintenance records comes with the bike. The few repairs were done by either John Munch's Motorcycle Werks or Big Sky Motorsports. I'm parting ways with this sexy beast because logic has defeated passion: I enjoy my R1200GSA too much, and I need garage space for a bike lift.



The police model has the standard R1100RT stuff (heated grips; power windshield; ABS) but is better in several wonderful ways: 1) glorious spoked wheels; 2) 18" front wheel versus the standard 17" (ride up over curbs in pursuit of miscreants); 3) integrated locked radio box in lieu of a rear seat (no passengers); 4) European switchgear and lighting settings - on/off/running; 5) precision speedometer; 6) BMW Comfort Seat ('comfort' meh, but it is wide); 7) 50-amp alternator; and 8) special front subframe w/ hardpoints. Upgrades/FARKLE's include: handlebar barbacs; LED driving lights; and AF-XiED O2 sensor manipulator to fine tune the air/fuel mixture. Comes with side cases, the original police light bar (though it doesn't fit over standard cases), plus a can of miscellaneous bits and pieces.

Chris Keyes; crkeyes@icloud.com; 406-529-5454

MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

Fellow MTBMWR members:

I have for sale a 2007 F650GS. This motorcycle was purchased from Annie and Kevin Huddy in the Fall of 2017. Approximately 21,500 miles. I don't have the actual mileage as I write this. It's in the back of my garage, covered, with a few other motorcycles I seldom ride - those of you who have seen my "fleet" will understand - and would require me to move about four or five bikes to access it, but 21,500 is an accurate estimate.

Brenda bought the motorcycle after having completed both the Basic Rider Course, and the Advanced Rider Course. At the time she had previously ridden only as a passenger. She is one of those people you occasionally encounter who are a natural; she rides intuitively well, and she did great in both classes, especially the ARC. Some very experienced riders in the ARC commented that they were surprised she was a new rider. Annie Huddy was not using her F650GS and offered to sell it to Brenda.

Brenda rides it quite proficiently, but has ridden the bike very little. She frankly does not enjoy riding on the street in today's traffic environment, so has decided to sell it.

The Huddy's purchased the motorcycle new when they were living in Fairbanks. It has many functional additions, nicely and sanely equipped as one would expect of a motorcycle owned by them. It has the "Low Frame Option", BMW "Premium Package", ABS, center stand, Jesse bags, Corbin saddle, aftermarket windscreen, aux lighting, engine/radiator/center stand protection, hand guards, heated grips, etc. These are but a few of the additions that sold us on buying the motorcycle. It literally required me to do nothing to make it into a competent travelling machine. In keeping with the previous owner's meticulous record keeping, there is a 2-1/2 inch thick (I measured it - grin) 3-ring binder, well organized with records of all the additional equipment, and maintenance records. There are no mechanical issues; the bike is in good condition, needs nothing.

Brenda paid \$5,200 for it, and would sell it for \$4,750, which I believe is a reasonable and fair price, especially considering the bike's history, low miles, and how well it's equipped.

Please contact me for additional information and details. I would consider delivering the motorcycle within a reasonable distance from Helena.

Thanks.

Ken Conrad

East Helena

kcaf47@gmail.com



MONTANA BMW RIDERS NEWSLETTER

ADVERTISING RATES 2020-2021

FULL YEAR—January through December

Full Page	\$100.00
Half Page	\$ 75.00
Quarter Page	\$ 50.00
Business Card	\$ 25.00

HALF YEAR— July through December

Full Page	\$ 50.00
Half Page	\$ 37.00
Quarter Page	\$ 13.00
Business Card	\$ 10.00

Artwork must be provided by advertiser in JPEG, TIFF or JNP format.

Artwork changes during an advertising year, will cost \$25 each change.

Montana BMW Riders does not provide artwork services.

All ads will be on a calendar year basis beginning in January of 2021. Ads will be billed to the advertiser in October of each year. Ads not paid by December 31st of each calendar year will be deleted beginning January.

Rates are subject to change with advanced notice

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MONTANA BMW RIDERS NEWSLETTER

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The Montana BMW Riders NEWSLETTER is Published Monthly.

Club Dues: \$15 per calendar year - Membership includes monthly electronic newsletter (or \$30 per year for snail mailed newsletter).

Monthly Meetings: Third Sunday of each month, 1 PM, unless specified otherwise. Location announced in Newsletter and on Web Page.

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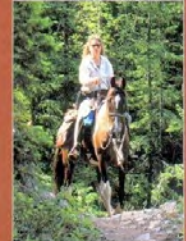
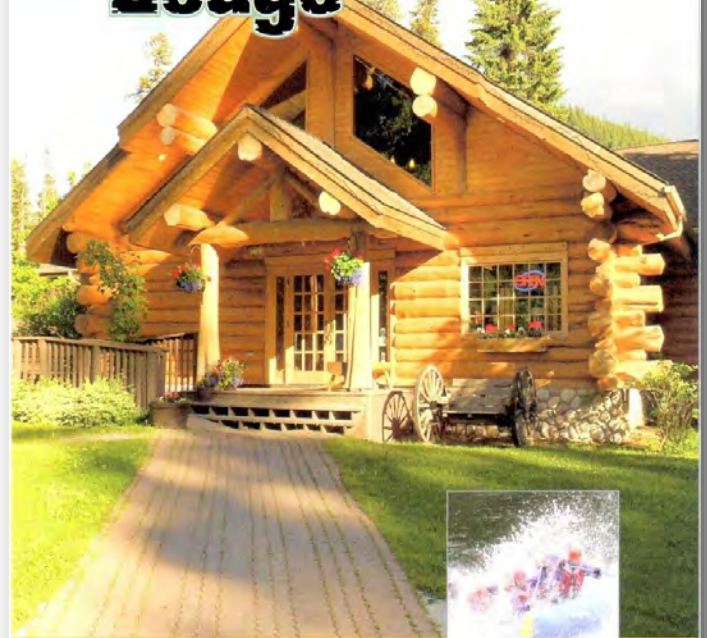
Items for the newsletter are welcome and may be emailed to either:

(R_G_French@msn.com) or

(RGFRENCH1937@gmail.com)

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